Leasing of Coal Dumps Defended

Special Report of the Committee on Industrial Interests Wm. C. Johnson, Chairman

Washington, D. C., April 20, 1921.

TO THE PRESIDENT OF THE WASHINGTON BOARD OF TRADE:

On March 8th, the following was referred to the Committee on Industrial Interests:

"To the Honorable Judges of the Supreme Court of the District of Columbia:

"The grand jurors of the United States of America, in and for the District of Columbia, empaneled at the January term, 1921, of said court, beg leave to call attention to the fact that, in the course of an investigation into coal-trade conditions in the District of Columbia, it has developed that the railroad companies serving the District do not maintain any trestle-dump terminal facilities for the delivery of car-load lots of coal to consumers and small dealers desiring to purchase coal directly from the mines, but do lease all such facilities owned by them exclusively to the large coal-dealers.

"We believe that such conduct of the railroad business is exceedingly detrimental to the consuming public, in that it of necessity increases the price of coal to consumers and small dealers desiring to purchase coal directly from the mines. Respectfully,

Your committee has given the matter a very thorough investigation with interested parties, and it is found the coal business is surrounded by and involves as many special conditions as any other business represented in the Board of Trade, but identical with other big enterprises where the most economic conditions can only be obtained by utilizing facilities and equipment to their fullest capacity

The Baltimore & Ohio Railroad Company erected in 1904 six trestle-coal-dumps, and the Pennsylvania Railroad Company four in Washington and one in Rosslyn, Virginia, all built a number of years ago. They were erected for the revenue that the tonnage would produce in the way of freight, and not as a real estate proposition, therefore, in renting these trestle-coal-dumps they were rented to coal dealers whose business had established a tonnage sufficient to give the Railroad Company the necessary freight revenue and pay a rental that would give a fair return on the money invested in land and material in building the trestles.

The Railroads were also careful to provide for the small dealers by renting four of the trestle-coal-dumps to wholesale dealers, namely:

The Consolidation Coal Company.

Chesapeake & Potomac Fuel Company.

Standard Coal Company.

Fadeley & Company (Successors to Albright & Barker).

Through these wholesale coal dealers, the small dealer has advantages that he would not have through a public dump, and possibly some could not exist if it were not for the fact the whole ale dealer provides for them.

The trestle-coal-dumps in use rent for \$4,000.00 per year each, which is only a small part of the expense involved in operating dump, and only one item of many that enter into their total expense.

The lessees of these railroad dumps, in addition to the rent that covers only the use of the ground, the bare trestle and its maintenance, have had to furnish, erect and maintain offices, scale pits, scales, nineteen-foot partitions and bins, overhead hoppers and screening facilities, yardmen, weigh-masters and many other expenses in connection with the operation of coal-trestle-dumps. In addition to all that we have mentioned, these trestles can not be operated economically unless they are stocked with coal,

which requires a capital of from \$60,000.00 to \$75,000.00 in normal times. At this time the capital required to fully stock one of these railroad trestle-coal-dumps is over \$100,000.00.

The Railroads can not afford to furnish, erect, and maintain trestle-coal-dumps for a business with a small tonnage. Neither can a small dealer or individual afford to pay the rent, erect and maintain expensive hoppers and partitions and furnish and operate expensive scales, and other equipment, and provide the capital necessary to stock a trestle-coal-dump.

There are about 135 small dealers or dealers without trestle-coal-dumps. Of these quite a number use team tracks, which are free of rent and plentiful; the majority, though, deal through the wholesale dumps. Assuming that 50 of the 135 dealers without trestle-coal-dumps would want dumps, each dealer sells various grades of both hard and soft coal, therefore one bin per dealer would not suffice, as each grade must be separated the same as is done now

at the trestle-coal-dumps in use, and each have an average of 515 feet of trestle. Fifty dealers, then, would require 25,750 feet of trestle, as each would have to sell the same number of grades of coal as the big dealer in order to compete, therefore would require the average of 515 feet of trestle.

To construct trestle-coal-dumps for 50 dealers, or 25,750 feet of trestle, it would cost \$35.00 per foot or \$901,250.00, exclusive of ground required, which, based on same ratio of the ground now occupied by trestles, would cost \$4,260,000.00. Rental sufficient to pay 6 per cent interest on cost of trest les alone would be \$54,075.00, and on the ground \$255,600.00. The estimates of construction were computed by an expert engineer, and are exclusive of the expense of equipping and oper-

ating a yard. The small dealers can load coal from team tracks into their trucks at a cost of 30 cents to 35 cents per ton (this, though, does not cover losses in breakage and shortage), and can buy from the wholesalers for 40 cents per ton on bituminous and 50 cents on anthracite over mine price, plus freight.

In brief, the small dealer cannot afford to pay the rental charges on trestle coal bins to handle a small volume of business. Neither do we feel it would be practical or economical to use one trestle-coal-dump for a number of dealers—as constantly two or more dealers would have use for the bins at the same time, and those who had to wait for their turn would have accrued demurrage in addition to the expense of waiting, neither could the Railroad Company accommodate the dealer by placing his cars promptly in turn. Then, too, each user would have to empty the bins, and to dump in an empty concrete bin with a drop of twenty feet, the breakage will average a loss of from \$5.00 to \$6.00 per car. Also where a number of dealers are using the same bins, drivers often load from the wrong bin, causing complications and frequently losses.

Some years ago several dealers rented two or three bins from dealers having more bins than they needed, and these bins were operated in a way similar to our understanding of a public dump, but they were abandoned on account of not being practicable or economical, and these dealers are now dealing with the wholesalers' dumps or the team tracks.

We find the wholesalers who have dumps sell to the large and small dealers, and to those who have trestle-coal-dumps as well as to those who have not, and the latter with the facilities and stock of the wholesaler at their command, are in a position to compete in price with the large dealers, who assume the overhead expense of a trestle-coal-dump, and the outlaying in stocking same. As stated there are four wholesale dealers who have trestle-coal-dumps.

The Consolidation Coal Company are miners and operators of bituminous coal, and one of the largest in the United States. This Company maintains at Washington with the Baltimore & Ohio Railroad Company a trestle-coal-dump for wholesaling their coal, and sell from their dump to both retail dealers who have dumps, and those who have not, and try to keep their yard and dumps well

stocked. The Chesapeake & Potomac Fuel Company deal in both bituminous and anthracite coal, and have one of the largest, if not the largest, trestle-coal-dumps in Washington, their capacity being about 25,000 tons, and are located on the Pennsylvania Railroad. They keep their yard fully stocked with all grades, when the coal is available, aiming to take care of the retail dealers who do not have dumps, and to give them the facilities of their equipment and their stock.

The Standard Coal Company we find handles all grades of coal, and sells to all types of retail dealers, who are given the use of their dumps, facilities and yards.

Their records show 39 of the retail dealers without dumps deal with them, and they furnish them with over 50% of their coal. Also a number of these retail dealers buy direct from the mines and have their shipments consigned in care of the Standard Coal Company and dump same, through their bins, and use their facilities for storage, weighing, etc., the Standard Coal Company assuming all waste, or shortage in weight under the Railroad Companies B-L, and this service is furnished at a cost of from 40c to 50c per

The retail dealer, however, pays the mines and the freight charges, but the freight charges are guaranteed by the Standard Coal Company. We made a very thorough investigation of the operation of Fadeley & Company, who are wholesale dealers in anthracite coal,

and have a trestle-coal-dump with the Baltimore & Ohio Railroad Company.

Fadeley & Company are successors to the old firm of Albright & Barker, and are an independent concern in which no one other than Charles F. Fadeley is financially interested and are not financially interested in any other coal concern in Washington, and we are advised they have regular customers who depend upon them for all or a large portion of their supply of anthracite coal. Out of the 135 retail dealers in Washington their record shows as follows:

During the fiscal year ending March 31, 1914, they sold to 121 retail dealers. During the fiscal year ending March 31, 1915, they sold to 120 retail dealers. During the fiscal year ending March 31, 1916, they sold to 120 retail dealers. During the fiscal year ending March 31, 1917, they sold to 118 retail dealers. During the fiscal year ending March 31, 1918, they sold to 106 retail dealers. During the fiscal year ending March 31, 1919, they sold to 94 retail dealers. During the fiscal year ending March 31, 1920, they sold to 89 retail dealers.

You will note that through any two of the wholesale dealers and on either railroad the retail dealers without dumps are afforded equal advantages to the retail dealers with trestle-coal-dumps, as they have the facilities and stock of the wholesaler at their command, without overhead expense or money tied up in coal stored. We also find the facilities for handling coal at Washington are equal to those of any other city of its size, and much better than

Any dealer not having a dump, and desires one, we are advised there are suitable locations to be had.

The Government, prior to the war, handled their coal through the commercial dumps, but during the war provided their own facilities, which reduced the tonnage of coal about 25% with the commercial dumps. In conclusion, will state we have made a complete investigation of this matter with the railroads, wholesale dealers, a number of

retail dealers, and the general handling of the coal business in the District of Columbia, both on an economic and a practicable basis. A summary of our investigation is: The ground, material, equipment, and operation of a trestle-coal-dump means the outlay a considerable amount of money, and can only be operated economically by handling a large tonnage. The concentration of tonnage handled reduces the cost per ton on coal.

The operation of the trestle-coal-dumps seem to be handled in a most economic and practicable way.

The conditions which have caused so much anxiety in Washington with the consumers of coal during the past two or three years were not due to a lack of facilities, but due to a shortage in the coal supply. That Washington is equipped with trestle-coal-dumps equal to any other city of its size, and better than many.

The renting of four of the largest trestle-coal-dumps to wholesalers provides facilities, etc., for the retail dealer without dumps, and gives those with a small capital advantages to operate. We feel the service as rendered by the wholesale dealers offsets the criticism of the Grand Jurors,

Your Committee, therefore, recommend that this report be accepted and adopted, without further consideration by the Board the Grand Jurors' report.

Adopted:

Washington Board of Trade, April 28, 1921.

WM. C. JOHNSON, Chairman, Committee on Industrial Relations. Broken Leg Kills Farmer, 93. | Thursday evening after a brief ill-

ness. He is survived by his wife, two McCLELLAN, W. Va., May 6 .- John G. Myers, ninety-three, one of the son of Mrs. J. B. G. Roberts by her oldest men in Marion county, died nirst marriage. His father, Frank A. yesterday at his home here from the Peddicord, a railroad contractor, died effects of a broken leg sustained a week ago. He was a successful farmer. He leaves four sons and one

ROMNEY, W. Va., May 6 .- Mrs. Hoppie Miller, who served in the Mexican war and in Company K. Thirteenth Virginia Infantry, in the Confederate army, as nurse, was buried here yesterday. Surviving are one brother, Samuel Cooper, and one sister, Mrs. Belle Newhouse, both of

Nurse in Mexican War Dead.

CUMBERLAND, Md., May 6.—Frank Asbury Peddicord, fifty-eight, died Line, \$6,000. Cumberland Man Dies.

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at any time in exchange for a larger one.
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FERDINAND BARALDI.

FUNERAL SERVICES for Ferdinand interment will be made. ALBANY, N. Y., May 6.—John A. Funeral services for Ferdinand Sleicher, seventy-two, president of the Baraldi, famous ecclesiastical artist Leslie-Judge Company, died at his who decorated the ceiling of the home here yesterday afternoon, fol- Capitol, were held today in Philadellowing an illness of nearly a year. phia. Mass was sung at the Church For a number of years he was editor- of Our Lady of Mercy. Mr. Baraldi

died in Philadelphia Monday. Born in Italy sixty-five years ago Transportation Act Payments. Mr. Baraldi came to this country in The Interstate Commerce Commis-sion has certified to the Secretary of 1874. After completing his task of decorating the Capitol ceiling, he enthe Treasury these payments under business in Philadelphia Several large churches were decorated by him. His widow survives with one daughter and three sons.

JOHN A. MOSS.

Funeral services for John A. Moss. widely-known negro lawyer, who died Wednesday at his home, 2451 Nichols avenue southeast, will be held t his residence Sunday.

Mr. Moss was born a slave in Virginia seventy-six years ago. During he civil war he escaped and was captured by the Union forces and sent Vanderbury, attracted by his intelli-gence, made him his personal body-mandery, No. 1, Knights Templar; Washington. Capt. George H. emancipation proclamation, Mr. Moss entered Howard University.

He served as a clerk in the Library of Congress, in the Interior Department and at one time was a justice of he peace. He is survived by four sons and two daughters.

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CHRISTIAN P. GLIEM.

Christian P. Gliem, chief electrical engineer of the United States Capitol, and a prominent Mason, died yesterday afternoon at his apartment

in The Congressional. Masonic services will be seld at Zurhorst's Chapel, 301 East Capitol street, tomorrow. Interment will be

in Congressional cemetery. Mr. Gliem was born in Philadelphia, Pa., January 6, 1863. He came to Washington in 1896 as a representa-tive of the Westinghouse Electric

Shortly after his arrival here he was commissioned to install the electric plant at the Capitol. So pleased were the Federal authorities at the completeness of his work that h was given an appointment as chief electrical engineer at the Capitol, which position he held at the time

of his death. Mr. Gliem was a member of Robert P. Lamberton Lodge, A. F. and A. M. Almas Temple, Mystic Shrine; Kallipolis Grotto, and the American Society of Mechanical Engineers.

He is survived by his wife, Mrs.

Eva N. Gliem, a son, Christian Le Roy Gliem, and a daughter, Mrs. Edna N.

JOSEPH D. CLARK.

Cassady.

Joseph D. Ciark, general manager Requiem mass was celebrated this of the North American Accident Inmorning at St. Peter's Church for surance Company, died yesterday at Mrs. Mercel R. Boyd, wife of John his residence, 2125 First street north-Boyd, who died Tuesday at Providence Hospital. She lived at 217 tin's Church, North Capitol and T
Third street southeast. The body was streets, tomorrow morning at \$ o'clock. Interment will be in Mount Olivet Cemetery.

Mr. Clark was born in Philadelphia. October 28, 1860. He came to Washington in 1892 to accept a position with the Southern Raifway System. He had been manager of the insurance company for the past sixteen years. He was a member of Spalding Council, Knights of Columbus. Surviving him are the widow, Mrs. Mary R. Clark; two sons, Cyril G. and Roland B. Clark; a brother, Arthur Clark, and a sister, Mrs. C. R. Lamb, of Philadelphia,

MRS. KATE O. ELLIOTT. Mrs. Kate Otey Elliott, widow of Col. Stephen Habersham Elliott, U. S. cavalry, died yesterday in her apartment at Chatham Courts, 1731 Columbia road northwest.

She is survived by three children.

Miss Caroline Elliott, Maj. D. O. Elliott, and Capt. R. H. Elliott, both of the Corps of Engineers. Funeral services will be held tomorrow morning at 10 o'clock at St. Margaret's Church, Connecticut avenue and Bancroft place. Interment will be at Arlipgton Cem-

Mrs. Elliott was born in Lynchburg, Va. She was a member of an ol and prominent family of that section. had been living in Washington for the past six years. Her husband died about four years ago.

BIRTHS.

PEID-J. Walter, fr., and Marguerite C. FEID—J. Walter, fr., and Marguerite C., girl.
FIELDS—Willism A. and Lena B., girl.
RICE—Ray H. and Mary S., girl.
SPAULDING—J. Elliot and Cecil C., girl.
ANTNOR!—Thomas and Lizzie, girl.
DOWNEY—Michael and Philomene, girl.
WARNER—Thomas D. and Lucy, girl.
LEONARD—Arlice B. and Kathryn, boy.
ROSENFELD—Louis and Katle, girl.
GARNER—Herman P. and Baisy V., bey.
HUTCHISON—Paul E. and Lucy M., girl.
ROSENBERG—Samuel and Mamie, girl.
SNELL—William A. and Barbara A. girl.
MIDDLETON—Frederic E. and Mae R.,
boy.

BRADY—Percy C. and Irene E., girl. JORDAN—Frank J. and Bertie, girl. ROSS—John and Sarah, girl. MARRIAGES.

FERRER-JOHNSON-Antonio, 24, and Marguerite E., 24. The Rev. Charles B.

Fuitz.

ROBINSON-PUTNAM—George S., 47, and Edith G., 41, both of Warren, Va. The Rev. J. J. Ringer.

QUIGLEY-HOWARD—G. Welford, 23, and Elizabeth C., 21. The Rev. James E.

DEATHS.

BRENNAN-James, 78 yrs., U. S. Seldiers' GETZDANER-WIHAM H. 40 TR. P. SENGSTACK—G. B., 56 yrs., 1403 \$1st st. BARRETT-Alfred, 56 yrs., Providence STACY—William B., 65 yrs., on roots to Emergency Hosp.
BARNES—John M., 63 yrs., 1663 Irving st. ELLIOTT-Kate O. 56 yrs, 1781 Col rd. PARSHES-David, 27 yrs., 1707 Lanter pt. PIELDS-John C. 26 yrs. Washington Asy. Hosp. COCHRANE—Gaud A., 27 yrs., 601 P st. ne. BUCK-Chartie 60 yrs., Washington Asy-Hosp.
STUART—Helen, 35 yrs., 316 Tenn. ave. me.
FLING—Nelson M., 4 yrs., 8410 P st. nm.
JORDAN—William, 68 yrs., 44 Pierce st.
MARLOWE—Jerry, 49 yrs., Washington Asy. Hosp.
SMITH—Mike, 47 yrs., Providence Hosp.
WILLIAMS—David, 17 yrs., Tuberculosi

CARD OF THANKS

ESPUTA. I wish to express my sincered thanks and appreciation to my relatives and friends for their expression of sympathy and kindness in my bereavement and for the tender thought expressed to my dear departed mother, Mrs. MAMIE ESPUTA, by the many beautiful floral tributes. Her devoted son,

DEATHS.

CLARK. On Thursday, May 5, 1921, at his residence, 2125 First street northwest, JOSEPH D., beloved husband of Mary R. Clark and father of Cyril G. and Roland B. Clark. Funeral from his late residence on Saturday, May 7, at 8:45 a. m. Mass at St. Martin's Catholic Church, North Capitol and T streets, at 9 o'clock. Relatives and friends invited.

KING. On May 4, 1921, at 12:05 a. m. at KING. On May 4, 1921, at 12:05 a. m., at her late residence, 2516 F atreet northwest, CATHERINE E., beloved wife of the late William B. King. Puneral Saturday, 2 p. m. Interment Prospect Hill Competery.

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